

Oakland Touchdown

Location: 04-Ala-80-1.6/2.7 Client Name: CalTrans

Run date 16-Feb-13 **Time** 2:55 PM

Daily Diary Report by Bid Item

Contract No. 04-0120L4

Diary #: 032 Const Calendar Day 849 Date: 10-Apr-2009 Friday

Inspector Name: El-Mahmoud, Hazzaa Title: Sr. Transportation Engineer

Inspection Type: No Inspection

Shift Hours: 07:00 am 03:30 pm Break: Over Time:

Federal ID: Location:

Reviewer: Ghafghazi, Ben Approved Date: 12-Jun-09 Status: Approved

Weather

Temperature 7 AM 12 PM 4PM Precipitation Condition

Working Day 🗸 If no, explain:

Diary:

General

Attended the weekly Structures Staff Meeting.

John McEwen called to say that he needs the camber values for the EB Structure. Per Hassan Nafour's email which I forwarded to Greg Allen of MCM, they can use the camber values in the plans.

MCM continues to remove the temporary trestle.

I met with George and Ibrahim to discuss the missing rebars for the raodway light pole foundations (sheet 300/543 Section C-C, #19 bars).

I called Ed Slack of Harris Asalinas to inquire why the rebar was not embedded into the slab. Ed said that Thanh had directed them to not worry about them. I requested Ed to drill and bond dowels to capture the midding rebar capacity. Ibrahim will work with Ed to ensure they drill and bond the dowels.

I Met with Ed Slack in my office to discuss the #19 rebars.

Today and during prestressing operations of Frame #1, girder C on the lower north tendon, the anchor head sucked in. I examined the structure and it shows cracks in the conrete at the hinge. AVAR ceased their prestressing procedures and I met with Greg Allen to discuss the issue. Greg, John and I met in my office at 2:30pm. Greg proposed to drill 8" deep 1/2"-diameter holes around the anchor head and inject silcadur as a precaution for all anchor heads at hinge FW. Greg will put a plan together on how to remedy the sucked-in anchor head and will provide that to us.